









## OUR LONDON LETTER.

(From our own Correspondent.)

LONDON, March 11th.

**THE CAPTURE OF LORD METHUEN.**  
The terrible disaster which overtook Lord Methuen on Saturday last was not made known in London till Monday night, when a statement was read in both Houses of Parliament, and special editions issued of all evening papers. An uneasy feeling had prevailed all day, owing to fluctuations in the city which suggested ill news from Africa. When however, the full extent of the misfortune was realized, it is no exaggeration to say that the public generally was dumbfounded by the thunderbolt. A few days previously, the prospects of peace had been stated as more rosy than for a long time past; the capture of a thousand Boers last week, together with the discovery of De Wet's mountain magazine, seemed such real and tangible successes, that despite the Elandsburg miscarriage a feeling of satisfaction had certainly stolen over the nation. The unexpected blow fell in consequence with all the heavier force. Moreover the circumstances differ from past reverses in that so far as our present meagre information goes, shame has disgraced our name in addition to defeat. That an English force of 1,200 men even though handicapped by the presence of a convoy, should be completely wiped out, by an enemy numbering only 1,500 is bad enough, but when to this is added that the Boers had but one gun to our five, the incident looks much darker. Finally, and most crushing of all, comes the intelligence that 500 of our troops literally "ran away," the extent of their panic being gauged by the fact that they never drew rein for nearly forty miles, and then only when safe within the British lines. Now this incident gives to this disaster an aspect which never overclouded the blood-stained fields of Colenso and Magersfontein, from which ghastly memories there always shines out the recollection.

## "THE MEN ARE SPLENDID."

What mounted corps it that galloped headlong from the field leaving the pitiful remnant to extricate itself as best it might, does not yet appear. Happily such evidence as there is, goes to establish that it was not a regiment of Regulars. But even admitting that consolation, it is an unwilling nation which hears the statement that Englishmen, even raw Yeomanry, or inexperienced Volunteers, should desert their comrades and forget their honour in the hour of need.

Although for the most part judgment is at any rate outwardly suspended on that gallant soldier, who if he blundered, is certainly paying the penalty in his own person at the present time, there has been a most ungenerous clamour in one or two of the military clubs.

"WE'RE JOLLY GLAD IT'S METHUEN," was a comment actually made on Monday night, "he ought to have been kicked out long ago, and now he'll have to be." The reference is of course to Magersfontein, and it is mere justice to point out that Lord Roberts, when he went through the country on march towards Bloemfontein, exonerated Lord Methuen from blame for the failure of his campaign, alleging that the task set him was impossible with the means at his hand.

Anyway the juster action is to suspend all criticism until those in a position to weigh the testimony receive the evidence on both sides, and it may be reckoned to the credit of Britons, that even in the first flush of disaster, they were quite ready to adopt a generous attitude. The greatest sympathy is expressed for Lady Methuen, who on Wednesday arrived at Madeira homeward bound from South Africa, to be met by the terrible news that her defeated husband was a dangerously wounded prisoner. She immediately left the vessel, and transferred her belongings to the outgoing mail steamer the same day. She can receive no further news, except by luck for many days, and her position is indeed a painful one.

Some interest attaches to the announcement that Lord Kitchener is once more himself about to direct the vigorous offensive movements now developing against both De Wet, and De la Rey. The civilian expresses satisfaction thereat, adopting more or less the attitude.

"NOW WE SHAN'T BE LONG," but military critics shake their heads. "R. of K. is a better organizer than he is a tactician," they say.

Apart from the first stupefaction of regret and annoyance, the incident which caused most excitement in connection with Lord Methuen's disaster was undoubtedly the scandalous conduct of the Irish members, or some of them. Irishmen outside of Parliament are almost unanimous in condemning the scene, some it is true, only on the ground of good taste; but not a few, and most severely on the lack of heart which made the breach of manners possible.

The result has been to close all prospect of the King visiting Ireland during his Coronation year. This abandonment was yesterday officially announced. The Irish Extremists express themselves hugely delighted at what they call the success of their plan "to frighten to king away." His Majesty, it is hardly necessary to point out, is not at all influenced by any fear as to his personal safety, but it is felt that untoward demonstrations might occur as the outcome of the rebellious attitude of the Nationalist party in Parliament, which would not only mar the pleasantness of the visit and deprive it of all political value, but might even render necessary those repressive measures to which the Cabinet is at present opposed.

It is not however, only in Ireland, that disloyalty is lifting its repulsive head. Here in our own London there has, this week, been a disgraceful exhibition of the same weakening of national fibre.

The occasion was a meeting of the Borough Council of Battersea, when a motion was brought forward recommending that £500 be allocated to the Mayor for local Coronation

celebrations, illuminations and so forth. Two gentlemen, in opposing the proposed expenditure, remarked that the Coronation was "OF NO IMPORTANCE," as no one cared who occupied the throne; the King was a mere figure-head, "with other observations of a like graceful nature. Even Battersea wriggled a little under this language, and the first stony silence in which the speeches were received broke presently into an unfavourable demonstration, in the course of which an Irish councillor stood up and declared that all traitors should be "shot dead." The money was ultimately voted, which goes to prove that the British working man sees more clearly than many of those who profess to lead him, whether all these things tend.

The magnificent COLLECTION OF EASTERN CHINA, the property of the late Mr. Ionides was disposed of at Christie's yesterday and to-day. The most notable article was a set of four huge dishes of the Kange-lie dynasty, which fetched I believe a very high price. The centre of each dish represented a horse race, very superior in execution to anything of the kind I have ever seen in other chinaware collections. There were very few China people at the preliminary display, the note-takers being chiefly dealers bent on securing some of the curios with a view to their sale, at enormous profit, to one or other of the half dozen notabilities, who at the present time are specialising in Far Eastern works of art. There were a few very good bronzes both Chinese, Japanese and Indian, and it seemed a thousand pities that the fine selection, which bore evidence of a master expert collector should be scattered abroad.

Preparations are being pressed forward for THE CORONATION.

The Abbey is to be handed over to the Lord Chamberlain's department in Easter week. Much consternation is aroused by the, as yet non-official, intimation that it will be impossible to ring the chime of bells on the day of the great ceremony. The peal is a particularly heavy one, and the probable effect of ringing it, would be to bring down the old Saxon Tower in which it is situated. Seeing, however, that the chime is sounded as the crown is placed on the King's head by way of signal to every other church in London, it will be most unfortunate if the bells are not allowed to play. Someone in authority is said to oppose the re-hanging which would obviate silence, but I fancy that the "great little one" will be overruled.

## LINER WRECKED OFF HOLYHEAD.

THRILLING SCENES.—TWO LIVES LOST.

The American liner *Wassland*, from Liverpool to Philadelphia, was run down in a dense fog off Holyhead late on the night of the 6th ult. by the Houston liner *Harmonides*, homeward bound from the River Plate. It was at first stated that all on board had been saved. As will be seen from the vivid story of the midnight scene which follows, this is unhappily untrue. It is, however, little short of miraculous that considering all the circumstances only two persons lost their lives. The conduct of the *Wassland's* captain, his officers and his crew, and the behaviour of the passengers themselves, fortunately made this possible.

The vessels were at the time about halfway between Holyhead and the Tuskar Light. Both ships were going at slow speeds, and those on the *Wassland* saw nothing of the *Harmonides* until the colliding vessel was right upon them. An instant after and the bows of the Houston liner went crashing into the doomed ship, tearing a great gap amidships, through which the water poured in tons.

Most of the passengers were in their bunks at the time, and though the officers declare there was no absolute panic, there was much running to and fro on the part of the womenfolk and some screaming. Indeed, the confusion on both vessels in the first moments following the disaster was intense. The *Harmonides* backed away from the *Wassland* after the first impact but again crashed into her. Then she fell away once more for the second and last time.

## SPLENDID BEHAVIOUR.

Orders were immediately given by Capt. Afield to launch the boats of the *Wassland*. An instant's inspection showed that the American liner could not remain afloat for long. She took a decided list after the second impact, and commenced slightly settling down. Fortunately the sea was as smooth as a millpond, and if the black, impenetrable fog was calculated to unnerv the most hardy, yet the cheery words and sanguine statements of the officers of the ship had a reassuring effect on the terrified passengers, and beyond the momentary excitement after the collision, the behaviour of all hands seems to have been most excellent.

The crew worked with a will. Many of the passengers were ready to assist, and though a large number on board were stowage passengers of foreign extraction, mostly Scandinavians, yet their behaviour was praiseworthy in the extreme. The *Harmonides* was by this time invisible in the fog, but her siren could be heard every minute, and this helped to keep in good spirits the passengers on the unfortunate ship.

## THE LOSS OF LIFE.

It was during the lowering away of the No. 1 boat that the only loss of life occurred. Some dozen persons were in her when the craft slipped from the davits at one end and fell into a perpendicular position, hanging by the bow only, all the occupants being then pitched into the water. The boat was rapidly righted and floated, and all those who had previously been on board her were picked up.

with the exception of one young girl, twelve years of age, the daughter of the Rev. Amos Emmett, a Dakota Methodist minister, who had been spending four months' holiday at Burnley. She undoubtedly perished, but whether she was drowned or crushed between the lifeboat and the ship is not known. The body was not recovered.

Mr. Dangerfield, said to be a brewer of Texas, struck his head against some of the fittings at the time the boat fell away and he was killed instantly, his body being found in the boat. With this exception, all the lifeboats were safely lowered and launched full of passengers. The women and children, according to the old rule, were given precedence and the rule strictly observed.

## RESCUED IN TWENTY MINUTES.

Altogether the *Wassland* had ten boats, eight lifeboats hanging from the davits and two surface boats. The lifeboats carried the passengers and crew to the *Harmonides*, which continued to signal her whereabouts close by. In twenty minutes from the time of the collision all the passengers and crew were safely in the boats. The condition of the *Wassland* was such that she might have sunk at any moment. When the last boat was launched the decks were almost awash and whilst yet the survivors were making their way to safety an explosion announced that the boilers of the liner had burst, and a moment after the huge vessel careened over and sank.

She was afloat about 35 minutes after the collision. The danger of the passengers was then practically over. They were quickly transferred to the *Harmonides*, the complete roll of the saved numbering 203 persons.

The Houston vessel being mainly a cargo boat had very little accommodation on board, but the officers and the crew did their utmost with the means at their disposal to make the passengers comfortable. Unfortunately the time given them to get away from the foundering vessel was so short that their clothing was insufficient to protect them from the damp fog. Nearly all were without hats. Some had little more than their nightdresses and a blanket to cover them. The crew showed the unfortunate people every kindness, and lent them from their own belongings as far as possible coverings to make them comfortable.

## CONVEYED TO LIVERPOOL.

It was evident that the *Harmonides* was quite fit to continue her journey to Liverpool, but as the fog continued as dense as ever, it was decided ultimately to signal a pilot boat, by which a message was sent to Liverpool for tugs. These brought the liner to the landing-stage shortly after three o'clock next morning, where every preparation had been made for the reception of the sufferers, and in the warm waiting-room adjoining they found refreshments and comforts in abundance. Subsequently they were conveyed to various hotels in the town; and a few hours later the injured boat was docked.

As the *Harmonides* lay at her moorings abreast of the stage she presented a strange and melancholy spectacle. Her prow from the deck level to the water line was a complete ruin. Rivets, steel plates, stanchions, and stays were ruthlessly bent, shattered, and torn, two great rents gaping widely, one a few feet below the other. Each like a yawning pit, mouth forcibly told the tale of the terrific force of the impact. Fortunately her watertight bulkheads had not been damaged, else there is no knowing what might have happened to her and her human freight.

## PRESENTATION OF CHINA MEDALS.

On 8th ult. the King and Queen visited the Royal Naval Barracks at Keyham, and presented the South African and China medals to 350 officers and men of the Royal Navy and Royal Marines. First to come forward were the officers and men who were to receive the China medal, at their head-naturally enough being Admiral Sir E. H. Seymour, G.C.B., and Rear-Admiral Sir J. A. T. Bruce, K.C.M.G., with both of whom the King shook hands. Among other officers in this list were Captain J. R. Jellicoe, Captain C. D. Granville, Lieut. Colonel J. R. Johnstone, Fleet-Paymaster F. C. Altor, Major F. C. Kappay, R.M.A., Staff-Surgeon E. B. Pickthorn, Lieut. J. L. F. Duttrel, Captain Sir G. J. S. Warrender, Bart., Captain D. Beatty, D.S.O., Major and Brevet Lieut. Colonel E. V. Luke, R.M.L.I., Lieutenant F. L. Field, Sub-Lieut. R. C. Mayne, Sub-Lieut. B. J. D. Guy, V.C., Commander A. R. Hulbert, Captain C. G. F. M. Cradock, Staff-Surgeon R. H. J. Browne, Captain R. H. J. Stewart, Commander R. J. B. Keyes, Major L. S. T. Halliday, Captain E. Wray, Fleet-Surgeon H. S. R. Sparrow, Lieut. C. D. O. Hamar.

## A GREAT BURST OF CHEERING.

When Sub-Lieutenant Basil Guy, of the *Barfleur* (he has recently been promoted), stepped in front of the King to receive his decoration, the King marked him out for special honour. The King marked him out for special honour, hearing the V.C. on his breast and shaking him heartily by the hand. This was marked by the men, and when the young officer took up his original position he was loudly cheered by the blue-jackets and marines. The *Court Circular* thus describes the conspicuous act of gallantry for which the honour was awarded:—

On July 13, 1900, during the attack of Tientsin city, a very heavy crossfire was brought to bear on the Naval Brigade, and there were several casualties. Among those who fell was one A. B. J. McCarthy, shot about 30 yards short of cover. Mr. Guy stopped with him, and after seeing what the injury was, attempted to lift him up and carry him in, but was not strong enough so, after binding up the wound, Mr. Guy ran to get assistance. In the meantime the remainder of the company had passed in under cover, and the entire fire from the city wall was concentrated on Mr. Guy and McCarthy. Shortly after Mr. Guy had got in under cover the stretchers came up, and again Mr. Guy dashed out, and assisted in placing McCarthy on the stretcher and carrying him in. The wounded man, however, was shot dead just as he was being carried into safety. During the whole time a very heavy fire had been brought to bear upon Mr. Guy, and the ground around him was absolutely ploughed up.

At the conclusion of the laying of the foundation-stone of the Britannia Royal Naval College, at Dartmouth, on the 7th ult., the King presented the China Medal to Lieutenants Brooke, Jellicoe, and Secretan, of His Majesty's ship *Australia*.

## Notice of Firm.

## NOTICE.

NOTICE is hereby given that we have appointed Mr. MOK HAU WO alias MOK LOI FUN, our Comprodore in Hongkong and Canton as from the 7th instant. ABDOULLAH EBRAHIM & CO., Hongkong, 8th April, 1902. [4191]

## Entertainments.

## ENTERTAINMENT.

THE MEMBERS OF THE CATHOLIC UNION WILL GIVE AN ENTERTAINMENT entitled "MAGIC MELODY," on MONDAY NEXT, at the 14th April, commencing at 9 P.M. ADMISSION .....\$1 Hongkong, 10th April, 1902.

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## Masonic.

VICTORIA CHAPTER, No. 525, E.C.

A REGULAR CONVOCATION of the above CHAPTER will be held in the FREEMASONS' HALL, Zetland Street, on TUESDAY, the 15th instant, at 8.30 for 9 p.m. Visiting Companions are cordially invited to attend. Hongkong, 8th April, 1902. [420d]

## PERSEVERANCE LODGE OF

HONGKONG, No. 1,165.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on WEDNESDAY, the 16th instant, at 5 for 5.30 p.m. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 11th April, 1902. [430d]

## To be Let.

## TO LET.

OFFICES in Ground Floor of DES VOEUX ROAD and ICE HOUSE STREET. For Particulars, apply to THE MEDICAL HALL, 70, Queen's Road Central. Hongkong, 4th March, 1902. [429d]

## TO LET.

HOUSES in CLIFTON GARDENS, CONDUIT ROAD. GODDONS at BLUE BUILDINGS. HOUSES at GATSEWAY BAY, facing the Polo Ground. A HOUSE in RIFON TERRACE. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 5th March 1902. [420d]

## TO LET.

"THE KENNELS" MAGAZINE G.P. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 5th March, 1902. [422d]

## TO LET.

FOURTEEN EUROPEAN HOUSES: Nos. 14, 18, 20, 22, 24, 26, 28, 34, 36, 38, 42, 44, 46, and 48, LEIGHTON HILL ROAD. Apply to THE HONGKONG & KOWLOON LAND & LOAN CO., LD. No. 8, Queen's Road West. Hongkong, 22nd February, 1902. [224d]

## Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept FIRE, CLASH FOREIGN and CHINESE RISKS at CURRENT RATES. SIEMSEN & Co. Hongkong, 28th May, 1901. [10]

## Intimations.

## INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that the Undersigned, being Sole Agents for DR AUER VON WELSBACH CO., VIENNA, THE INVENTORS OF INCANDESCENT GAS LIGHT. ARE SELLING THE ONLY GENUINE MANTLES, The Price of which has been reduced to FIFTY CENTS per piece. BEWARE OF INFERIOR IMITATIONS! KRUSE & Co., CONNAUGHT HOUSE. [954c]

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The most simple and efficient machine yet invented for the manufacture of all kinds of Aerated Waters, Lemonade, Fruit Lemonade, Champagne Cyder, &c., &c., &c.

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Hongkong, 27th 1901. [101]

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## HECTOR W. SAMPSON,

Special Representative, Hongkong Hotel. [1574c]

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whereas we were abandoning Wei-hai-wei as a naval base, it was proposed to increase the strength of the Chinese Regiment to 1,500. He wished to know what was going to be done with this force and accordingly he moved the amendment.

Sir C. Dilke remarked that the position of matters was more curious than had been represented, because while the Government were asking to increase the regiment the country had been told almost by the mouth of the Government that the policy of disbanding the regiment was under consideration.

Lord Stanley said the Government were looking to those troops to guard that part of China which at present remained under the dominion of our flag, just as we trained the natives of India and other countries which were under our protection. No decision had been come to on the question of disbandment, but they still hoped to raise this regiment and to maintain it in the same state of efficiency in which we kept our Indian regiments.

Sir J. Colclough asked whether, if it were decided to keep up the regiment, it would be retained at Wei-hai-wei.

Lord Stanley: Certainly.

Mr. Lough said that was but an example of a number of native forces which had been raised in Asia and Africa, about which adequate information had not been given to the House.

The House divided, and there voted:—For the reduction, 84; against, 104; majority against, 20.

"FANTASTIC SUMMER'S HEAT."

[BY COMMANDER E. HAMILTON CURREY, R.N.]

"The brave North-easter" sweeps pitilessly over the grey-green waters of the North Sea, flakes of snow mingle with crests of foam no less white than themselves, the heavy-surfaced clouds are black as Erebus itself; and as one surveys these "skies of snow and bitter air," memory flies back along the years that are past to the contrast of "ferocious heat." For of the two the sailor suffers more from heat than cold, although when he does suffer from the latter it is perhaps apt to be the worse. Even as comparatively near home as the Mediterranean one can find hot enough corners to please most people. When the east wind blows at Gibraltar in the months of July, August, and September, it is locally known as "the Black Levant." For some inexplicable reason a black pall of cloud, rests on the summit of the Rock, bringing with it a sort of blight, and although the thermometer is never, perhaps very high, still the air on the western side, where people live, is close, damp, and suffocating to a degree. An aggravation comes with the knowledge that at Tangier, which shows as a faint white splash on the distant western horizon, this breeze which is choking us is roaring through her close-packed sweltering streets, and bringing health and refreshment to them. Let us move further east, and see how we shall fare in Malta. Here the heat smites with a fiercer hand as the porous, cheese-like rock of which the island is composed, and of which the houses are built, absorbs the heat by day, only to give it out by night. The memory of one entire August spent at Malta, on shore, will never fade. By day tropical uniform, a green-lined white umbrella and blue spectacles, competed feebly with a glare which no description can give any adequate idea of; by night one painted in a long chair on the roof of one's house and tried to imagine that it was cooler than it had been during the day. All day the Dhalio men slept in the shade of the Custom-house down at the Marina, and even the inhabitants of "Nix Mangiare" were too languid to utter the formula of "Me very poor man, sure," as one passed. Langour and stagnation had marked out the "Flor del Mundo" (flower of the world), as the Maltese are so fond of calling their island, for their own. So let us try Egypt. A fresh breeze and a comparatively low temperature, and "This is not half so bad," is a general opinion on board ship after a couple of days of it.

DAMP HEAT.

But at noon on the third day a bright yellow haze, something like a luminous London fog, rises in the south, and thermometer soars upward like a skyrocket. We have barely time to ask "what it means" when the dreaded "Khamsin wind" of the desert is upon us. Right from the heart of the Sahara it comes, laden with fine impalpable sand, which blots out the sun, which fills every crevice, and cranny, which irritates the eyes and parches the throat, and fills one's hair and ears until one's whole exterior resembles the striking side of a matchbox. And the thermometer still goes up. Ashore, people shut up their houses hermetically and do not come out until, it is all over; but on board one cannot shut up and so we have to grin and bear it. And so the cry is "Ship me somewhere east of Suez," but to attain this object one has to get through the Canal. Here, in summer, when the Khamsin wind is blowing, it is bearable enough, although some people might think the temperature of 104 deg. in the coolest part of the ship was somewhat hot. But wait. Through the Canal, and out into the Gulf of Suez, the thermometer sinks to 90 deg., and it is only then that one really begins to feel hot. For this is a damp heat. The fiery uncompromising dryness of the desert heat does not seem to suck the marrow from your bones, and extract the bone from your back; a stifling, rank, will extract that of a herring. But the deadly damp heat strikes home and drives one up in a vice. The grim, black, mouldy, which fringes the awful Suez desert, every lively bit of the rainbow as the sun strikes to rest behind them—a vision of beauty so dazzling that no one who has beheld it could ever possibly forget it—and with one wind comes the dark, forbidding, threatening, may mark a change only to the same thing.

but no sense of coolness is felt. The wind is behind us, and one feels as though all the air had been sucked clean away from the world. In the dark hush of the topgallant forecastle lies a struggling, naked figure, surrounded by rough but kindly hands, which hold it down and rub ice on its head and spine. You catch the words "stoke," and "heat apoplexy," and the doctor dashes forward at the top of his speed. "God help those poor fellows in the stokehold!" says a messmate and fervently you echo his prayer.

WORSER AND WORSER.

Day follows burning day, and breathless night follows upon breathless night. The aching desert glare is in the sky, and the islands with which the Red Sea is choked, seem absolutely red hot as we pass them. Then comes Perim and the straits of Bab-el-Mandeb. A sublimity lives here, for it is British territory. Lives here! Think of it! He was interviewed once and asked what he did. He said that he shot sharks with a rifle; they annoyed him because he dared not bathe. Another hundred miles, and the anchor drops in the Bay of Aden. More than three thousand feet overhead the giant crags of Jebel Shum-Shum mount towards the clouds; true, towards the clouds, but where are they? You must seek them in other latitudes than this. Black staring rock, yellow glaring sand, a sea of pale blue fire, and overhead the scorching pitiless sun. And yet this also is damp heat, and in it the white folk wilt and wither and pine. It is mid August, and even the nativeborn Somali cannot stand the noonday heat. Away in the Indian Ocean the south-west monsoon is roaring like an unchained devil, but for any sake let us be quit of this. Once more the anchor comes to the bows, and East the road we go. And now Guardafui is passed, and dim on the lee beam lies the mysterious region of Sokatra. Here, so say the Arabs, dwell demons of heat, demons of thirst, demons of the storm, and it may well be so. Who of us among Western civilized nations can dare to contradict them? And now "We look with joy for the first white spray o'er the bulwarks flung." It comes.

SINGAPORE AND AFTER.

For some hours we have been steaming quietly, sheltered by "the unknown horn" of the dark continent which ends in Guardafui, and such of the monsoon as has reached us has been superheated by the desert sand to a degree which nothing but the antiquated simile of "the blast from the furnace mouth" can give any idea of. But now we are clear, and plunge into the turmoil of the "whole gale" which is blowing. It is cooler, distinctly cooler; but then, life on board ship has to be considered. You cannot leave ports and hatchway open for the turbulent ocean to leap in at, and so, in choked and smothered discomfort we battle our way eastward. When we open the Straits of Malacca, for we are bound to Singapore, a different phase of heat confronts the seafarer. Here on our starboard hand lies the giant island of Sumatra, where in the north the Dutch wage ineffectual and feeble warfare with cunning and ferocious natives. Inland it is another Sokatra, unknown and mysterious, full of rank tropical vegetation, deadly reptiles, and cruel, fierce beasts and men. On the sea is a light haze and a temperature like that of a vapour bath. At mid-day the rain falls heavily, exactly as though some one had pulled the string of a shower-bath, and after descending in bucketsfull for an hour, the invisible hand pulls the string once more, the rain stops, and the sun comes out again. We reach Singapore, the same vapour-bath atmosphere, the same rain day by day. Ashore in the botanical gardens the Victoria Regia lily blossoms in its outdoor tank, and orchids—some marvellously beautiful, some quaintly weird—attest to the extraordinary shapes which vegetation assumes in this forcing-house of the earth. It is still the season of the typhoon, when we put to sea once more, and those of us who have been in these seas before tell strange tales of them to our messmates—tales so strange that the man who has seen and known what the wrath of the typhoon can do will hesitate to speak of it in ordinary company, lest he be written down as an irretrievable story-teller. But to one's brother-mariner it is different. Not that one mariner will not re-gale his brother-tail with tall yarns; most assuredly he will do so. But the gauntlet is run successfully, and Hongkong harbour is attained without mishap. Here, also, are damp heat and torrential rain. But enough of these grim pictures of heat in and out of the tropics. Let us have one more picture of the tropics, but this time a pleasant one. Latitude six south and we have cleared the Straits of Sunda two days ago.

IN THE TRADE WIND.

The south-east "trade" of the Indian Ocean blows fresh and steady, and with the yards canted the least bit forward on the port tack the gallant vessel is reeling off her ten knots under all plain sail and studding sails. The sky is deep blue, and on the spacious horizon the fleet, fine-weather clouds float in the ambient air. The sea is "wine dark" and alive with a brisk and kindly motion. As the ship's forefoot sheers her way onward, glittering conveyors of flying-fish wing their way on either bow; a school of porpoises, rejoicing, apparently, that they have something to race with, gambol, alongside, and far in the south a thin, crystal rainbow-like film shows that a "hale" is "blowing" there. On board the thermometer marks 78, and, cool, comfortable and lazy, the watch settles down to a prolonged snooze, knowing that no calls will be made upon him. From under the fo'c'stack comes the sound of a fiddle, and as the first notes strike the ear, the watch, as one man puts it, "desultory conversation and listen. It is not a very good instrument, and surely a London concert-room would scorn such poor execution as that." But the lines in the strong brown faces of the listeners soften, and here and there a bare foot taps unconsciously on the deck, keeping time with the music. For to them, as to all sailor men, this music is the sweetest of all—the work for the time is "Honeyed Breeze"—Pat Mail Gazette.

GIROULT, for RED, WHITE, BLUE, GREAT SPECIALTY COFFEE.

but no sense of coolness is felt. The wind is behind us, and one feels as though all the air had been sucked clean away from the world. In the dark hush of the topgallant forecastle lies a struggling, naked figure, surrounded by rough but kindly hands, which hold it down and rub ice on its head and spine. You catch the words "stoke," and "heat apoplexy," and the doctor dashes forward at the top of his speed. "God help those poor fellows in the stokehold!" says a messmate and fervently you echo his prayer.

WORSER AND WORSER.

Day follows burning day, and breathless night follows upon breathless night. The aching desert glare is in the sky, and the islands with which the Red Sea is choked, seem absolutely red hot as we pass them. Then comes Perim and the straits of Bab-el-Mandeb. A sublimity lives here, for it is British territory. Lives here! Think of it! He was interviewed once and asked what he did. He said that he shot sharks with a rifle; they annoyed him because he dared not bathe. Another hundred miles, and the anchor drops in the Bay of Aden. More than three thousand feet overhead the giant crags of Jebel Shum-Shum mount towards the clouds; true, towards the clouds, but where are they? You must seek them in other latitudes than this. Black staring rock, yellow glaring sand, a sea of pale blue fire, and overhead the scorching pitiless sun. And yet this also is damp heat, and in it the white folk wilt and wither and pine. It is mid August, and even the nativeborn Somali cannot stand the noonday heat. Away in the Indian Ocean the south-west monsoon is roaring like an unchained devil, but for any sake let us be quit of this. Once more the anchor comes to the bows, and East the road we go. And now Guardafui is passed, and dim on the lee beam lies the mysterious region of Sokatra. Here, so say the Arabs, dwell demons of heat, demons of thirst, demons of the storm, and it may well be so. Who of us among Western civilized nations can dare to contradict them? And now "We look with joy for the first white spray o'er the bulwarks flung." It comes.

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**Hotels.**

**HOTEL CRAIGIEBURN,**

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 60.

For Terms, &c., apply to the **MANAGER.**

Hongkong, 2nd July, 1900. [17]

**GO TO THE KOWLOON HOTEL,**

J. H. DOWNS, Manager. J. W. OSBORNE, Proprietor.

**HOTEL CENTRAL,**

No. 179, Settlement, Yokohama.

THE most centrally situated Hotel in Yokohama within five minutes of Hatoba (Landing Pier), Banks, Post Office and Principal Foreign and Japanese Stores.

French Cuisine. Airy and Spacious Bedrooms. Electric Light throughout. All steamers met on arrival. Tariff inclusive of board from 3 yen a day. French Spoken. English and French Billiards. Best quality of Wines and Liquors.

Telegraphic Address: "VERISSEL," Yokohama.

**L. VERISSEL,** Proprietor & Manager. [370d]

27th March, 1902.

**THE CONNAUGHT HOUSE,**

QUEEN'S ROAD.

The most comfortable family Hotel in Hongkong.

EXCELLENT CUISINE, LOFTY ROOMS, CENTRALLY SITUATED, CIVILITY AND ATTENTION.

J. H. WAINWRIGHT, Manager. [1339c]

TERMS MODERATE. Hongkong, 7th December, 1901.

**THE BAY VIEW HOTEL.**

Very best brands of Wines, Beers and Spirits only kept. Private dinners, a specialty. Under entirely new management.

J. LACOCK. [1075c]

**"BOA VISTA,"**

(HOTEL SANITARIUM OF SOUTH CHINA),

MACAO.

THE most select Hotel in the Far-East, beautifully situated, overlooking the sea, and affords comfortable accommodation for travellers.

The strictest supervision as to food and cleanliness is exercised by a European Manager.

Telegraphic Address: "BOA VISTA." [57d]

**METROPOLE HOTEL.**

Convenient distance from town, delightful situation.

**BOARD AND RESIDENCE.**

Intimations.

**NOTICE.**

THE SECOND VOLUME OF BOX'S EXCHANGE TABLES with Rates in 1/16ths from 1/1015 to 1/1015, is now in the bookbinders' hands and will be published next week. These Tables, which run in columns of 100, from 1900 down to 1911, and from 1911 down to 1912, or from \$99 down to 1 cent, enable the user to arrive at the value in Dollars of any sum in Sterling under £1,000 by simply adding the equivalent of the Shillings and Pence to that of the Pounds; or to get the value in Sterling of any sum of Dollars and Cents under \$1,000 by adding the equivalent of the Pence to that of the Dollars. By these simple means of computation a very considerable saving of time and trouble, besides securing a ready means of proving accuracy is secured, as is illustrated in the following examples. To reduce £879.17.11 into Dollars at Exchange 1/10 1/16.

£879. 0. 0 = \$9,561. 926

17. 11. 11 = 9. 743

whereas with the other exchange books the process would be as follows:—

£879. 0. 0 = \$9,561. 926

70. 0. 0 = 761. 473

17. 0. 0 = 97. 004

17. 0. 0 = 9. 247

11. 0. 0 = 4. 499

£9,571. 671

or to convert the dollars into sterling at the same rate of exchange:—

\$9,000.00 = £827. 6. 10. 8

571.00 = 52. 9. 11. 1

.671 = 1. 1. 3

£879. 17. 11. 00

but by other books it would be:

\$9,000.00 = £827. 6. 10. 8

500.00 = 45. 19. 3. 4

70.00 = 6. 8. 4

1.000 = 1. 10. 1

.600 = 1. 1. 3

70 = 1. 9

1 = 1

£879. 17. 11. 00

Every care has been taken in compiling these Tables to insure their accuracy and even as the book was being printed the last impression of each sheet was taken and carefully rechecked by two separate persons and any little errors in reading which will crop up in such works as these are carefully corrected in each copy before it is issued, thus making it a most accurate and useful book. Subscriptions for this and the previous volume, may be sent to the Daily Telegraph Office, Price 50 per copy. Hongkong, 10th February, 1902. [172d]

**NOTICE.**

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

**JEYES FLUID.**

SAVING SOAP. ESSENTIAL SOAP.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings.

Hongkong, 9th March, 1902. [181]

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Intending Subscribers are requested to apply to

CAPTAIN SPENCER, Hon. Secretary and Treasurer, Ordnance Office.

Hongkong, 30th December, 1901. [1413c]

**F. BLACKHEAD & CO.,**

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRIMA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES.

Hongkong, 11th May, 1902. [148]

**NEW VICTORIA HOTEL.**

ROTISSERIE, Meats a la Carte.

CHOPS, STEAKS, etc., etc., at any time, between 7.30 a.m. and 11 p.m.

Monthly Table at Moderate Rates. Madar & Farmer, Proprietors.

Hongkong, 2nd September, 1901. [958c]

**CHS. J. GAUPP & CO.**

CHRONOMETER, WATCH, and CLOCK MAKERS, JEWELLERS, SILVER SMITHS, and OPTICIANS.

CHARTS and BOOKS. NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Volkmann and Sohn's CELEBRATED OPERA GLASSES.

MARINE GLASSES and SPYGLASSES. Nov. 14 & 15, Queen's Road Central. [132]

**NIPPON YUSEN KAISHA.**

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

AWA MARU ..... MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID ..... SATURDAY, 19th April, at Daylight.

MIKE MARU ..... MOJI, KOBE and YOKOHAMA ..... TUESDAY, 22nd April, at Noon.

SHINANO MARU ..... VICTORIA, B.C. and SEATTLE, U.S.A., via MOJI, KOBE and YOKOHAMA ..... THURSDAY, 24th April, at 4 P.M.

WAKASA MARU ..... KOBE and YOKOHAMA ..... FRIDAY, 25th April, at Noon.

KASUGA MARU ..... NAGASAKI, KO







## Post Office.

**A Mail will close:**  
 For Saigon—Per *Pax*, to-morrow, the 13th instant, at 9 a.m.  
 For Canton—Per *Powan*, to-morrow, the 13th instant, at 9 a.m.  
 For Tientsin—Per *Fausang*, to-morrow, the 13th instant, at 9 a.m.  
 For Macao—Per *Huangshan*, to-morrow, the 13th instant, at 12.15 p.m.  
 For Canton—Per *Honam*, on Monday, the 14th instant, at 7.30 a.m.  
 For Tientsin—Per *Chunang*, on Monday, the 14th instant, at 2 p.m.  
 For Amoy and Tamsui—Per *Koyo Maru*, on Monday, the 14th instant, at 4 p.m.  
 For Chefoo, Nagasaki and Vladivostok—Per *Savaya*, on Tuesday, the 15th instant, at 11 a.m.  
 For Singapore, Penang and Calcutta—Per *Lightning*, on Tuesday, the 15th instant, at 2 p.m.  
 For Shanghai and Chefoo—Per *Salamancher*, on Tuesday, the 15th instant, at 3 p.m.  
 For Swatow, Amoy and Anping—Per *Maduru Maru*, on Tuesday, the 15th instant, at 5 p.m.  
 For Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Tartar*, on Wednesday, the 16th instant, at 10 a.m.  
 For Europe, India, and Australia—Per *Stuttgart*, on Wednesday, the 16th instant, at 11 a.m.  
 For Shanghai—Per *Kiuking*, on Wednesday, the 16th instant, at 4 p.m.  
 For Singapore—Per *Ceylon*, on Thursday, the 17th instant, at 11 a.m.  
 For Shanghai—Per *Whampoa*, on Saturday, the 19th instant, at 11 a.m.  
 For Straits, Colombo and Bombay—Per *Silera*, on Saturday, the 19th instant, at 1 p.m.  
 For Europe, India, and Australia—Per *Yarra*, on Monday, the 21st inst., at 11 a.m.  
 For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C. and Vancouver—Per *Engrish of India*, on Wednesday, the 23rd instant, at 11 a.m.  
 For Europe, India, and Australia—Per *Bengal*, on Saturday, the 26th inst., at 11 a.m.  
 For Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne—Per *Taiyuan*, on Monday, the 28th instant, at 4 p.m.

## VESSELS IN PORT.

**Steamers.**  
 AUSTRALIAN, British steamer, 1,834, P. T. Helms, 11th April, Sydney via Manila 8th April, General—Gibb, Livingston & Co.  
 BJORN, Norwegian steamer, 712, A. N. Christensen, 10th April, Saigon 6th April, Rice—Carlowitz & Co.  
 CHELYDRA, British steamer, 1,574, R. Cox, 10th April, Java 2nd April, Sugar—Jardine, Matheson & Co.  
 COPRIC, British steamer, 2,744, J. H. Rinder, R.N.R., 11th April, San Francisco 13th Mar., Honolulu 20th Yokohama and April, Kobe 3rd, Nagasaki 5th, and Shanghai, (Woodsong) 8th, Mail and General—O. & S. S. Co.  
 CROWN OF ARAGON, British steamer, 1,474, Downall, 24th Mar., Moji 15th March, Coal—Gillman & Co.  
 DAIJIN MARU, Japanese steamer, 890, T. Ogata, 9th April, Tamsui 6th April, General—Mitsui Bussan Kaisha.  
 DEUTEROS, German steamer, 1,007, F. Frahm, 6th April, Saigon 1st April, Rice—Siemssen & Co.  
 FAUSANG, British steamer, 1,410, T. A. Mitchell, 8th April, Canton 8th April, General—Jardine, Matheson & Co.  
 GLOUCESTER CITY, British steamer, 1,400, O. G. Nilsen, 7th April, Saigon 2nd April, Rice—Chinese.  
 HAIMUN, Chinese steamer, 616, W. Passmore, 10th April, Tamsui 9th April, and Amoy 10th, General—Douglas, Laiprak & Co.  
 KATY, Austrian steamer, 1,360, A. Vidossich, 26th Feb., Moji 20th Feb., Coal—Sander, Weller & Co.  
 KUTSANG, British steamer, 1,863, T. W. Selby, 28th Mar., Samarang 20th Mar., Sugar—Jardine, Matheson & Co.  
 LIGHTNING, British steamer, 2,122, J. G. Spence, 8th April, Calcutta 22nd Mar., Penang and Singapore 2nd April, General—David Sassoon & Co., Ltd.  
 MADEIRA, Rickmers, German steamer, 1,300, C. Hennrichsen, 9th April, Saigon 3rd April, Rice—Arnhold, Karberg & Co.  
 NANYANG, German steamer, 1,050, E. Hass, 10th April, Manila 7th April, Ballast—E. A. Trading Co.  
 NANYO MARU, Japanese steamer, 2,337, Y. Mostus, 6th April, Moji 31st Mar., Coal—Japanese.  
 PAK, Belgian steamer, 1,207, E. Damster, 1st April, Samarang 22nd Mar., Sugar—Melchers & Co.  
 PERLA, British steamer, 1,279, Geo. Blaxland, 11th April, Manila 8th April, General—Shewan, Tomes & Co.  
 PHRA, Caytha, E. L. A. O. German steamer, 1,600, Kempel, 10th April, Bangkok 3rd April, Rice—Butterfield & Swire.  
 PITSANULOK, German steamer, 1,267, C. Schnur, 4th April, Bangkok 1st April, Rice—Butterfield & Swire.  
 QUARTA, German steamer, 1,145, H. Johansen, 8th April, Bangkok 28th Mar., Rice—Tung Kee & Co.  
 SAVOIA, German steamer, 1,600, H. Rebbel, 10th April, Saigon 4th April, General—Siemssen & Co.  
 SHANTUNG, British steamer, 1,835, T. Quail, 10th April, Samarang 30th Mar., Sugar—Butterfield & Swire.  
 TARTAR, British steamer, 2,758, E. Beetham, 11th April, Vancouver 10th Mar., General—C. P. R. Co.  
 TORDENKJOLD, Norwegian steamer, 738, L. Brun, 9th April, Bangkok 1st April, Rice—Sander, Weller & Co.

## Sailing Vessels.

ANDROMEDA, British ship, 1,762, Fulton, 8th April, New York 25th Oct., Kerosine Oil—Standard Oil Co.  
 EVIE G. RAY, American bark, 919, Kasten, 13th Mar., Ralang, 18th Dec., Timber—Sander, Weller & Co.  
 LEICESTER CASTLE, British ship, 2,000, R. D. Peattie, 4th Mar., New York 31st Sept., Case Oil—Standard Oil Co.  
 VALE OF DOON, British bark, 698, Peterson, 25th Mar., Rejang, 14th Feb., Timber—Sander, Weller & Co.

## Gospel Hall.

6 Annual Street, Top Floor,  
 Off Queen's Road, East.  
 Meetings are held as follows—  
 SUNDAY, Acts 2:42, 11 a.m.  
 Gospel Address, 6 p.m.  
 TUESDAY, Soldiers & Sailors' Bible Class, 6 p.m.  
 THURSDAY, General Bible Class, 6 p.m.  
 SATURDAY, Prayer Meeting, 6 p.m.  
 A hearty welcome given to all.

## AGENDA.

## TO-MORROW.

**CHURCH SERVICES.**  
 St. Peter's Seamen's Church—11 a.m., and 6.30 p.m.  
 St. Peter's Church, West Point—11 a.m., and 6.30 p.m.  
 St. John's Cathedral—Communion, 7 a.m., Matins, 11 a.m., Evensong, 5.45 p.m.  
 Roman Catholic Cathedral—Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m. Benediction, 5 p.m.  
 German Bethesda Chapel, West Point—Morning Service, 11 a.m.  
 St. Francis' Church, Wanchai—Mass (Chin.) 6 a.m., (Port.) 7.30 a.m. Benediction, 5 p.m.  
 St. Joseph's Church, Garden Road—Morning Service (English), 9 a.m.  
 St. Anthony's Chapel, West Point—Mass, 8 a.m.  
 Wesleyan Methodist Church—Services, 10.30 a.m., and 5.45 p.m.  
 Union Church—Services, 11 a.m., and 6 p.m.

**St. Peter's Seamen's Church.**  
 West Point.  
 (Corner of Des Vaux Road West & Western St.)  
 Second Sunday after Easter, (April 13th).  
 Holy Communion 7.30 a.m.  
 Matins 11 a.m. Hymns 335, 348, 10, and 53. S. H.  
 Evensong 6.30 p.m. Hymns 29, S. H. 395, 15 and 430.

The Mission Launch "Daywing" will call on the ships between 9.15 and 10.30 a.m., and between 5.30 and 6 p.m., to bring men ashore to the services; returning afterwards. (Kowloon Ferry Pier at 10.30 and 6 p.m.) Visitors welcome.

**TO-DAY.**  
 On date at 4 p.m.  
 Barometer 30.14 30.07  
 Temperature 59 59  
 Humidity 86 84  
 Rainfall 0.51

## SHIPPING AND MAIL NEWS.

**MAILS DUE.**  
 Canadian (Empress of India) 15th inst.  
 Indian (Kunawang) 15th inst.  
 German (Prinzess Irene) 15th inst.  
 American (America Maru) 18th inst.  
 French (Tonkin) 20th inst.  
 American (City of Peking) 25th inst.  
 Canadian (Athenian) 30th inst.

The N. P. S. Co.'s steamer *Glenogle* arrived at Shanghai yesterday on the 11th inst.

The P. & O. S. N. Co.'s steamer *Maragon* left Bombay for this port on the 10th inst.

The P. & O. S. N. Co.'s steamer *Java* left Singapore for this port on the 11th inst.

The O. S. S. Co.'s steamer *Achilles* left Singapore to-day the 12th inst., and is expected here on the 17th inst.

The O. S. S. Co.'s steamer *Lavie* left Singapore yesterday on the 11th inst., and is expected here on or about the 16th inst.

The O. S. S. Co.'s steamer *Dardanus* left Shanghai yesterday on the 11th inst., and is expected here on or about the 13th inst.

The Canadian Pacific Railway Co.'s R.M.S. *Empress of China* left Yokohama p.m., on Friday the 11th inst., for Vancouver.

The M. M. Co.'s steamer *Tonkin* with the next French Mail will leave Singapore to-day the 12th inst., at 6 p.m., for this port via Saigon.

The Canadian Pacific Railway Co.'s R.M.S. *Empress of India* arrived at Shanghai at 2 a.m., on Saturday the 12th inst., and left again at 11 p.m., same day for Hongkong where she is due to arrive at 8 a.m., on Tuesday the 15th inst.

**HONGKONG AND WHAMPOA DOCK RETURNS.**  
 Skramstad, at Kowloon Dock.  
 Evie J. Ray, " "  
 Kurlung, " "  
 Lekin, " "  
 Isla de Cuba, " "  
 U.S.S. *Monadnock*, " "  
 Deuteros, " Cosmopolitan "

**PASSED THE CANAL.**  
 Outward—26th Feb.—*Japan*, 4th March—*Loos*, 21st Feb., *Adelphi*, 21st March—*Java*, *Achilles*, *Alvin*, *Tonkin*, *Marburg*, *Mercidis*, 25th March—*Prinzess Irene*, *Arzo*, *Freihof*, 1st April—*Glaucus*, *Agamemnon*, *Serbia*, *Wakasa Maru*, *Sumatra*, *Remondone*, *Mennor*, 4th April—*Africanisthikre*, *Moynie*, 8th April—*Suezia*, *Elba*, *Deucalion*, *Luipold*, *Glenoglan*, *Shelk*, *Wurzburg*.

**Homeward—26th Feb.—***Marie Valerie*, 4th March—*Patroclus*, 1st April—*Glenoglan*, *Jadran*, *Ferdinand*, 8th April—*Ajax*, *Banca*, *Tamla Maru*.

**Arrivals at Home—21st Feb.—***L. Scheff*, 26th Feb.—*Strasbourg*, *Nurnberg*, *Korea*, 4th March—*Hawman*, *Launberger*, *Calcedon*, *Lianuro*, *Sado Maru*, *Lennox*, 21st March—*Sambin*, *Stenor*, *Wm. H. Connor*, 24th March—*Shanghai*, 25th March—*Afridi*, 1st April—*George T. Hay*, *Dingo Maru*, *Suata*, *Elmhurst*, *Amelia*, 4th April—*Driscoll*, *Talus*, *Idomeneus*, 8th April—*Sachsen*, *Sydney*.

## SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information—

April 3rd.

The officers of the s.s. *Amara* are—Capt. C. J. Mallock, Chief officer E. H. Grainger, 2nd officer P. Martin, 3rd officer R. Norris, Chief engineer F. R. Pinkerton, and engineer R. Glover, promoted in place of Mr. T. Wright who is on home leave. Mr. F. Chapman replaced Mr. Glover as 3rd engineer Mr. N. Moses 4th engineer.

April 4th.

The officers of the s.s. *Pekin* are—Chief officer E. M. McBurnett, R.N.R. and engineer E. H. Orchard, R.N.R. 3rd officer A. H. Ayres, R.N.R. 4th officer H. J. Jones, Chief engineer A. E. Jord.

April 5th.

The s.s. *Kaiting*—Mr. F. Everett, relieved Chief officer Mr. Brazier.

April 10th.

The officers of the s.s. *Kiuking* are—Capt. K. H. K. Miller, Chief officer Mr. G. R. Miller, 2nd officer Mr. G. R. Miller, 3rd officer Mr. G. R. Miller, Chief engineer Mr. G. R. Miller, and engineer Mr. G. R. Miller.

April 11th.

The officers of the s.s. *Kaiting* are—Chief officer Mr. Brazier, 2nd officer Mr. Brazier, 3rd officer Mr. Brazier, Chief engineer Mr. Brazier, and engineer Mr. Brazier.

April 12th.

The officers of the s.s. *Kaiting* are—Chief officer Mr. Brazier, 2nd officer Mr. Brazier, 3rd officer Mr. Brazier, Chief engineer Mr. Brazier, and engineer Mr. Brazier.

April 13th.

The officers of the s.s. *Kaiting* are—Chief officer Mr. Brazier, 2nd officer Mr. Brazier, 3rd officer Mr. Brazier, Chief engineer Mr. Brazier, and engineer Mr. Brazier.

April 14th.

The officers of the s.s. *Kaiting* are—Chief officer Mr. Brazier, 2nd officer Mr. Brazier, 3rd officer Mr. Brazier, Chief engineer Mr. Brazier, and engineer Mr. Brazier.

April 15th.

The officers of the s.s. *Kaiting* are—Chief officer Mr. Brazier, 2nd officer Mr. Brazier, 3rd officer Mr. Brazier, Chief engineer Mr. Brazier, and engineer Mr. Brazier.

April 16th.

The officers of the s.s. *Kaiting* are—Chief officer Mr. Brazier, 2nd officer Mr. Brazier, 3rd officer Mr. Brazier, Chief engineer Mr. Brazier, and engineer Mr. Brazier.

transferred to s.s. *Chill*, W. E. Molson, A. Jones, Chief engineer, on leave ex *Paiking* replaced by C. McKendric.

The s.s. *Shantung*—Mr. Hendry, third engineer transferred to Shanghai Mr. Richards joined third engineer.

The s.s. *Liou*—Mr. Jones, Chief officer, left, succeeded by Mr. Bie.

April 11th.

The officers of the s.s. *Hang Sang* are—Chief officer Mr. Homeward, 2nd officer Mr. Gilroy, 3rd officer Mr. Robertson, Chief engineer Mr. Tom Kerr, and engineer A. Baker, 3rd engineer A. P. Proudfoot.

The officers of the s.s. *Haimun* are—Chief officer C. Mutton, 2nd officer R. Williams, Chief engineer G. Strath, 2nd engineer I. Sayers, 3rd engineer P. Walters, Mr. Ramsey Chief engineer on leave.

Mr. Marshall late 2nd officer having obtained a shore appointment has left the steamer *Australian*.

**VISITORS AT THE HONGKONG HOTEL.**

Allan, Mr. and Mrs. Howard, Thos.  
 Andrews, D. W. Huke, A. N.  
 Bailey, M. G. Hunt, Mrs. Leigh, child  
 Barlow, J. J. Hunter, Dr. W.  
 Barlow, F. C. Jenkins, S. L.  
 Bartlett, Comdr. and Johnsen, Mr. and Mrs.  
 Mrs. C. W. Johns, E. R.  
 Bell, J. T. Joseph, Mr. and Mrs.  
 Beringer, Dr. E. S.  
 Black, J. Jungk, C. P.  
 Bonner, E. A. Katsch, E. A.  
 Boronski, Mr. Kawata, K.  
 Bourouf, Mr. King, Major H. S.  
 Bourouf, Mrs. A. Laune, Mr.  
 Bover, Mr. Lee, J. E.  
 Bowyer, Dr. Lejour, Mr.  
 Butcher, F. C. Mackie, Gordon  
 Butts, Mr. Marlow, W. T.  
 Cameron, D. H. Michael, S. J.  
 Chadwick, O. Miller, R.  
 Clark, Dr. F. Milton, Mr. and Mrs.  
 Clement, C. Mitchell, F. J.  
 Cole, G. C. Mosser, L.  
 Colson, J. S. Mudge, G.  
 Cox, R. Paritt, W.  
 Crago, Dr. J. M. Patey, E. O.  
 Dodge, T. A. Pearce, Dr. W. W.  
 Durnovo, Mrs. S. and Pitcher, A. J.  
 nurse Radcliffe, R. E. Capt. P.  
 Dufour, H. J.  
 Edwards, F. W. Robertson, W. R.  
 Evans, N. G. Roday, Vicomte de  
 Evans, F. A. Sampson, Mrs. F.  
 Fisher, H. G. Sampson, H. W.  
 Gibson, Mr. and Mrs. Shima, S.  
 Kennedy Seewin, E. A.  
 Glover, C. Stuart, Dr. A. C.  
 Grant, A. W. Taylor, D. G.  
 Grant, John Thomson, Dr. J. C.  
 Handelman, J. Walker, W. B.  
 Hangway, W. Z. Watkins, C. A.  
 Heaps, E. O. Whitley, W. J. G.  
 Heckford, R. G. Woods, Miss  
 Hills, T. W. Woollen, J. J.  
 Holden, Mr. Young, A. L.  
 Hollingsworth, A.

## THE CONNAUGHT HOTEL.

Alfred, Mrs. McMillan, A. C.  
 Browning, Mrs. Moffat, G.  
 Clutton, Mrs. B. Pontifex, E. C.  
 Clutton, Miss B. Robinson, Mr. & Mrs.  
 Devos, J. A. E.  
 Fairchild, Mr. Ross, Mr. and Mrs. W.  
 Field, Mrs. A.  
 Gonzalez, Mr. Smith, Mr. and Mrs.  
 Gumpert, Mr. and Mrs. D. L.  
 Haardt, H. Stanford, W. E. D.  
 Henderson, R. W. Stewart, Charles  
 Hindmarsh, Mr. & Mrs. Stodart, Mr.  
 T. W. Wall, C.  
 Watson, Major & Mrs.  
 J. J. J.  
 Jones, J. W. Wilson, J. A.  
 Mackenzie, Mrs. C. Winton, Mrs. G. F.  
 Martin, Mr.

**VISITORS AND RESIDENTS AT THE PEAK HOTEL.**

Beatlie, James James, R. A. Major and  
 Benson, Capt. and Mrs. Mrs.  
 Hewley, Major Johnson, C. R. A. Lieut.  
 Black, J. Stewart Col. F. R.  
 Blood, G. Libeaud, Mrs.  
 Bonnar, J. W. C. Libeaud, E. V.  
 Brabazon, Ralph A. Martin, R.  
 Brynne, H. F. R. May, A. J.  
 Brown, R. E. Col. L. F. McDermott, A. P.  
 Bryant, G. H. Miller, Mr. and Mrs.  
 Cameron, Mr. and Mrs. Mitchell, Robert  
 Allan Nattali, B. W.  
 Chapman, Mr. and Mrs. Osborne, R. A. Major  
 Mrs. A. O. O. O. O.  
 Clark, W. G. Perfect, G. Grosvenor  
 Comrie, A. F. Pitt, Mr. Mr. John  
 Coppin, A. G. Reddie, A. H.  
 Dann, Mr. and Mrs. G. Rose, Eberhard A.  
 H. Ross, Alexander  
 Denby, D. A. G. Major Rumsey, R. N. Hon.  
 and Mrs. R. Murray  
 Drayson, Mr. & Mrs. Saver, Mrs.  
 Ducker, R. N. Sherbrooke, R. N. Lt.  
 Ducker, Miss H. G.  
 Ducker, Miss M. Sherbrooke, Mrs. H. G.  
 Dunsford, Mrs. & child Sinclair, A.  
 Edmondson, E. B. Spacklaver, W. C. C.  
 Ferrier, A. P. H. Lieut. Stokes, A. G.  
 Col. and Mrs. Terrell, Mr. and Mrs.  
 H. D. H. D.  
 Forbes, Andrew Thomson, J. S.  
 Gribble, George Woods, Mr.  
 Hamilton, Major Wheeler, W. H.  
 Hansen, Bertram E. Wheeler, Colonel  
 Hewett, A. P. D. Wise, Hon. and Mrs.  
 Houten, J. von Hughes, Col.  
 Hughes, Col. A. G. and child  
 Jeffries, H. N.

## CRAIGIEBURN.

Brown, Mr. and Mrs. Surplice, Mr. and Mrs.  
 H. Matheson P. R. C.  
 Govey, Mr. and Mrs. C. W. W. R. A. M. C. Major  
 Grant, G. C. L. M. J.  
 Helms, W. Whitty, Mrs. M. J.  
 Ough, Mr. and Mrs. A. Wiggins, Mr. and Mrs.  
 H. J. H. J.  
 Simpson, Capt. & Mrs.

**VISITORS AT THE KOWLOON HOTEL.**

Anderson, Capt. and Crockett, Miss  
 Mrs. (H. K. R.) Hudson, S.  
 Barrett, Lieut. Hutchison, Capt. and  
 Campbell, Capt. G. D. Mrs. J.  
 (H. K. R.) Ludlum, Mr.  
 Crockett, Mrs. Patrick, Capt.

**VISITORS AT THE QUEEN'S HOTEL.**

Botsch, R. Kennedy, Miss  
 Edmunds, Mr. & Mrs. Hegen, M.  
 and child Helms, T.  
 Eichbaum, Mrs. F. Murphy, Mr. and Mrs.  
 Fair, A. Stanbury, Lieut. and  
 Fusch, Mr. Mrs. and child  
 Kennedy, A. J.

## OPIUM QUOTATIONS.

Hongkong, 12th April.  
 To-day's quotations are as follows—  
 BENGAL—New Patna @ 500/4  
 Old Patna @ 800  
 New Benares @ 800  
 Old Benares @ 900 nom.  
 Per picul.  
 MALWA—New @ 850/0  
 Last year's @ 950/80  
 2 1/2 years' old @ 920/30  
 3 1/4 years' old @ 930/40  
 Putterfore @ 940  
 TERSIAN—Superior drug was sold @ 575/50

## CHINA COAST METEOROLOGICAL REGISTER.

STATION	HOUR	BAROMETER	TEMPERATURE	HUMIDITY	DIRECTION	FORCE	WEATHER
Wladivostok	2 p.m.	29.52	43	—	NE	2	c
Tokio	"	29.75	—	—	N	1	c
Kochi	"	29.75	—	—	W	2	c
Nagasaki	"	29.75	—	—	NW	8	c
Kagoshima	"	29.67	—	—	NW	8	c
Taihouku	1 p.m.	30.21	—	—	E	9	c
Taihouku	"	30.04	—	—	N	4	c
Tainan	"	30.05	—	—	N	0	c
Koshun	"	—	—	—	—	—	c
Pescadores	"	30.09	—	—	NE	10	c
Guizaf	3 p.m.	30.29	54	43	N	1	cv
Sharp Peak	"	30.22	58	74	N	6	og
Amoy	5.30 p.m.	30.12	58	81	NE	4	c
Swatow	3 p.m.	30.12	58	81	NE	5	or
Victoria Peak	4 p.m.	30.06	50	84	NNE	1	od
Cap Rock	"	30.03	—	—	ENE	6	c
Macao	"	30.11	62	—	NNE	1	od
Haiphong	1 p.m.	—	—	—	—	—	c
Manila	4 p.m.	29.88	60	60	ESE	2	b
Malate	3 p.m.	—	—	—	S	2	b
Bacolod	"	—	—	—	N	3	b
Iloilo	"	29.88	85	—	NE	2	b
Cebu	"	29.88	85	—	N	2	b
C. St. James	"	—	—	—	SE	2	c

April 12th, 1902, a.m.							
Wladivostok	7 a.m.	29.70	36	—	—	o	b
Tokio	6 a.m.	—	—	—	—	—	—
Kochi	"	—	—	—	—	—	—
Nagasaki	"	—	—	—	—	—	—
Kagoshima	"	—	—	—	—	—	—
Taihouku	5 a.m.	30.12	—	NE	8	—	—
Taihouku	"	30.00	—	—	—	—	—
Tainan	"	30.02	—	N	2	—	—
Koshun	"	30.00	—	E	8	—	—
Pescadores	"	30.04	—	N	8	—	—
Guizlaf	9 a.m.	—	—	—	—	—	—
Sharp Peak	"	30.22	54	80	N	2	or
Swatow	6.30 a.	30.11	55	74	NE	4	omc
Swatow	9 a.m.	—	—	—	—	—	—
Hongkong	10 a.m.	30.14	59	86	N	1	or
Hongkong	"	—	—	—	—	—	—
Victoria Peak	"	—	—	—	ENE	3	—
Gap Rack	"	30.16	—	—	NE	6	—
Macao	"	30.16	50	—	N	1	or
Shanghai	7 a.m.	—	—	—	—	—	—
Shanghai	10 a.m.	29.96	86	71	S	1	c
Manila	9 a.m.	—	—	—	SW	2	c
Manila	"	—	—	—	NE	2	b
Saccolod	"	—	—	—	—	—	b
Loilo	"	29.98	82	—	E	1	b
Cebu	"	—	—	—	N	2	c
Cebu	"	—	—	—	—	—	—
St. James	7 a.m.	—	—	SE	1	—	—



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Hosiery, Gloves.  
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Linens, Longcloths.  
Drills, Hollands.  
Flannels, Flannelettes.  
Feathers, Flowers.  
Chiffons, Nets.  
Umbrellas, Rain Coats.  
Fancy Work, Wools.  
Boots and Shoes, &c., &c.

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MANAGER